

TOWNSHIPITIS BAR TO NATION'S ROADS

Arthur H. Little Takes Up Matter of Vital Concern to All Autoists.

Writing under the caption, "A Cure for Townshipitis," Arthur H. Little, in Business, says, in part:

"Townshipitis is the disease that has afflicted the highways of America ever since the men of America—or some of them—began to realize that a road is something more than a scratch across the landscape, along which fences have to be built. Townshipitis is responsible for the fact that every mile of reasonably permanent road in existence in America today has cost us Americans just about \$240,000. Road just as good can be built for \$30,000 to \$40,000 a mile. That discrepancy of about \$200,000 a mile represents the toll that townshipitis has taken—the toll of nation-wide waste that has been partly from the disjointed, disassociated, disorganized effort that is conceived by narrowness of mind and partly from the mistakes that have been born of sheer, downright ignorance of the science of routing and building roads. The trouble has been not that there were too many townships, but that the townships and themselves, have had too many notions and hunches and ideas and half-baked plans concerning where roads should be built, and how.

Definition of a "Stub." "Do you know what a 'stub' is? 'Stub' is road-engineering parlance for a segment of improved highway—probably expensively improved—that starts nowhere and ends in a dead end. You know your stub within five miles of your store or office. You remember it, because the last time you drove over it, just after you emerged from the undercut under the interurban tracks, you encountered a wooden horse stabled crosswise of the road bearing a sign that read, 'Road closed—detour.' They were repairing the 'permanent' road again. The country over, there are hundreds, possibly thousands, of just such stubs as that. They are the rash of townshipitis.

But for four years America has been taking something, nationally speaking, we have passed along the road of improvement beyond the stage at which the attending physicians confine themselves to the bulletin. The patient is doing as well as can be expected.

On July 11, 1916, what is known as the federal aid road act became a law. Primarily the act of Congress transformed the bureau of public roads of the Department of Agriculture. The federal aid road act transferred the bureau of public roads from the academic to the active class, gave it a couple of barrels of money and equipped it with the necessary human machinery in the way of a nation-wide organization to apply that money to the planning and building of a national system of highways.

System of Highways. "To the bureau a national system of highways means by the arrangements of improved roads as will fit most accurately into the existing arrangements of the centers of distribution and will function most efficiently in the process of transporting the products of the mines and the forests to the existing centers of distribution and of carrying the products of the manufacture to the markets and to the ultimate consumers. Such a conception may mean, in certain cases, the building of an interstate highway crossing two, three or maybe even four states. But in the great majority of cases it means the improvement of the shorter roads, the main market routes that radiate from such centers of population and of distribution as New York, Chicago, Toledo, Kansas City, Omaha and the like.

"At the end of last fiscal year 2,985 road-building projects, involving a total of 29,319.3 miles of road, had been approved under the terms of the act. The preliminary cost of these projects has been estimated at \$394,916,819.52, of which \$163,841,503.92 was to be the share of the government. On that same date 2,212 projects, involving 15,944 miles of road, had been completed or were under construction. The estimated cost of the projects then actually under way was \$206,000,000.

How Money Is Spent. "And now where is this money being spent, and how? There are in America some 1,500,000 miles of road. Two or three or even four hundred million dollars spread over these 1,500,000 miles of road over the course of a year would scarcely keep cut the weeds along the edges. But the thing is that, of all the traffic that moves over all the roads in the country, 85 per cent confines itself to 20 per cent of the highways. In other words, of all those 1,500,000 miles of road that the maps show, only about 29 per cent, or 390,000 miles, needs to be improved in order to benefit 85 per cent of all our road traffic. And of those 390,000 miles of road that carry 85 per cent of the traffic, the states already have under maintenance 209,000 miles of improved highways. Thus, from that point of view, it is seen that the job of eradicating townshipitis from the national community is, so to speak, about two-thirds done.

"And we're still making progress. Federal aid roads are going forward and, together with work being done by the states, is cutting into that remaining one-third of the job at the rate of 125 to 150 miles of the road a year."

THE WEEKLY PUNCTURE

This Week's Touring Suggestion.
A BEAUTIFUL AUTOMOBILE TRIP TO TAKE ON SUNDAY AFTERNOON IS OUTLINED BELOW:
There is no particular destination in this tour so that you don't have to start from any particular place. Merely start from your garage and turn to the right at the first corner. Keep going until you get out in the country. When you are on a good country road drive straight ahead for five miles. If you come to a turn in the road don't pay any attention to it. The directions say to keep straight ahead for five miles, so keep right on going.
In this five miles of driving you will pass several large cornfields on the left and a large woods on the right, and if you've got a pretty good car you'll probably pass everything in front. A map of this beautiful trip will be sent on application.

New Regulations in Effect Regarding Flivvers.
On meeting a horse-drawn vehicle on the highway the flivverist shall immediately disassemble his flivver, and consoling the parts in the grass, shall send up three roman candles as a signal for the driver of the horse-drawn vehicle to proceed. After he has passed and is well out of earshot, the motorist shall reassemble his flivver and get quickly out of the neighborhood.
At each street intersection the flivverist shall be required to have his driver's permit examined by the crossing policeman. Should the car be torn or soiled the owner shall be liable to not less than ten years in the penitentiary or a fine of \$500 or both.

Remarkable Gasoline Mileage Reported.
A remarkable record was reported by the I. O. U. Automobile Association yesterday on a Chokeanstop touring car. The report states that the car went from 4:30 p.m. to 15th and Main streets on one gallon of gas.
This we are told, beats every record since 1915, when Tony Olican drove from New York to San Francisco, putting in gasoline only now and then.

Regardless of the year it was built, every man who owns an automobile has the best car that that particular company ever put out.

Mr. Henry C. Numbakull, the latest "Gasless Sunday" advocate, is trying to get a bill through Congress to prohibit the use of automobiles on Sunday. Mr. Numbakull denies being an advocate of the bill, and says that he is sure that the gasoline station dealers will be in favor of his plan when he explains how they help to disturb the public peace.

Questions and Answers.
Dear Ed.—You are supposed to know all about automobiles. What makes a Ford so? POLISH.
We bite, Sam; what does?
Dear Ed.—As I am about to purchase an automobile and don't know very much about them I would like your advice. What car can I buy that will have good lines, be economical to run and yet have plenty of power.

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Roadster and Bearcat Models \$3,250
Four and Six Passenger Models \$3,350
Motor Company of Washington
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What comes after the purchase price?

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AUTOMOTIVE BRIEFS

C. C. Kellar, sales engineer of the Ray Battery Company, was a visitor in this city last week for a few days and has returned to the factory at Ypsilanti, Mich.
B. C. Mackey, formerly of the New York branch of the Exide Company, has been appointed manager of service of the local Exide branch.
Pierce-Arrow Motor Car Company will add a group of four new enclosed cars for the fall and winter season, according to reports from Buffalo. The new models will include a coupe, a four-passenger, four-door sedan and a seven-passenger sedan with a vestibule.
The death of Col. Colt, chairman of the United States Rubber Company, has made it necessary for the executive committee to call a special meeting for this week to consider important matters. It is rumored that a man now not connected with the company will be made president, and that the president will be made chairman of the board to succeed Col. Colt.
E. W. Edgerton, formerly with the Harper-Overland Company and the Lambert Hudson Company, has joined the sales force of the George E. Rice Auto Company, 1317 H street northwest, local distributor for the Aperson, Stearns-Knight and the Columbia.
Henry J. Sterzer, manager of the Automotive Accessories Company, announces the establishment of three branch agencies for Globe certified tires, as follows: The Automotive Supply Company, 21st street and Pennsylvania avenue; F. Hagan, Mount Rainier, Md., and McCuddy J. R. Jameson, for the past ten years connected with the Harper-Overland Company in various sales positions, has joined the Oldsmobile Sales Company of this city. Mr. Jameson entered into his new position as general manager immediately.

We Teach AUTO DRIVING AND Traffic Regulations
1921 Ford and Gear-Shift Cars. Equipment with Double Control. AMERICAN MOTOR SCHOOL
9th & O Sts. N.W. Phone N. 10-600

Durant broke ground for their new garage, office and salesroom at Lansing August 19. The cost of the building will be approximately \$30,000 and will be the property of the Durant Motor Sales Company, a separate corporation from Durant Motors, Inc.

"EBONITE" IS THE NAME
Whenever the thought of lubrication for your transmission or differential occurs to you, and you want perfect, safe and satisfactory results, "EBONITE" is the Name!
EBONITE adds to the joy of motoring, it clings in all seasons, and at all speeds. Heat cannot break it up. It prevents friction, wear to parts, saves repair bills.
Go to your favorite dealer, ask for EBONITE, be safe, write us if he cannot supply you.
Bayeron Oil Works
Manufacturers, Erie, Pa.
Pennsylvania Petroleum Products, Motor Oils and Cup Greases

\$1385 F.O.B. FACTORY
The Test of Merit
Experience of owners is the final test of merit of any automobile. Velie owners are enthusiastic about their car because it does everything that any automobile can reasonably be asked to do. In addition owners are proud of the distinctive style of their car, not to mention its economical performance.
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announces the establishment of three branch agencies for Globe certified tires, as follows: The Automotive Supply Company, 21st street and Pennsylvania avenue; F. Hagan, Mount Rainier, Md., and McCuddy J. R. Jameson, for the past ten years connected with the Harper-Overland Company in various sales positions, has joined the Oldsmobile Sales Company of this city. Mr. Jameson entered into his new position as general manager immediately.

SONARD GREEN SPRING LUBRICANT
Sonard is unexcelled for removing squeaks of all kinds—in springs, shackle bolt, body, fenders, top, etc. Just locate the squeak and touch it with Sonard. It penetrates between the leaves, removing rust and depositing a thin layer of grease between the entire length of each leaf. This gives perfect spring action.
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The most completely equipped car in America in its price class



Up and Over the Toughest Grades with LIGHTNING MOTOR FUEL
—always the same dependable fuel—giving big power when needed—freedom from carbon and knocks—and increasing mileage from 25% to 35%. The best of its class, ask any mechanic. Ask any one of the thousands of motorists who use Lightning Motor Fuel.
It is not unusual to hear a motorist remark that he can climb this or that tough hill with Lightning Motor Fuel in his tank, but cannot take that same hill with gasoline.
It is simply a question of power—big, peppy power—that you can count on when you have Lightning in your fuel tank.
If you haven't tried Lightning you haven't given your motor a fair chance. Join the crowd and motor with a smile.
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